

THE human moments that come into all our lives are very amusing when pictured in Dwig's cartoon series "School Days." These cartoons appear daily in The Washington Herald.

THE WASHINGTON HERALD

Two Sections Of The Herald TODAY

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WEATHER—FAIR.

WASHINGTON, D. C., FRIDAY, MARCH 16, 1917.

ONE CENT In Washington and points suburban. Elsewhere TWO CENTS

RUSSIA IN REVOLT; CZAR NICHOLAS DRIVEN FROM THRONE; "BIG 4" CHIEFS CALL RAILWAY WALK-OUT; 400,000 AFFECTED; NAVY AWARDS 10 SHIP CONTRACTS, TOTALLING \$100,000,000

U. S. NAVY CONTRACTS FOR TEN GREAT SHIPS; TO COST \$100,000,000

Greatest Single Construction Award in American History Made by Secretary of Navy Daniels to Meet Crisis.

ORDER IS FOR CRUISERS ONLY

Transaction Does Not Cover Eleventh Ship, to Be Built by Government—All Finished in Three Years.

The greatest single award of ship construction contracts ever made by the United States was arranged yesterday, as American merchant vessels were prepared to defy the German submarine war zone.

Pressing preparedness to meet any conditions that may grow out of the German crisis, Secretary Daniels awarded contracts for the building of more than \$100,000,000 of great warships, to be rushed to completion as fast as American genius and American workmanship can hurry them through.

Four big battle cruisers and six fast scout cruisers will be added to the American grand fleet under the contracts awarded yesterday, and they will be built under revolutionary contracts.

SHIP BUILDERS AID.

Declaring that they were abandoning a prospective profit of 50 per cent on the building of commercial vessels, the steel builders of the country agreed to accept a profit of 10 per cent on the four great battle cruisers. The ship builders will be paid 10 per cent over and above the cost of building the ships as determined by a board of naval officers.

The scout cruisers will be built for fixed prices with the probability that bonuses for speedy construction will be forthcoming as soon as President Wilson, by official proclamation, announces that the nation is confronted by an "emergency."

Under the contracts the Navy Department can require the builders to employ the maximum number of men that can be used in work on the ships.

BIGGEST CRUISER BUILT.

The battle cruisers contracted for will be the largest and the fastest vessels of this type ever laid down for any navy in the world. The Navy Department believes that under the arrangements made today the ships will be completed in three years. A fifth battle cruiser, authorized by Congress, will be built in the government navy yard at Philadelphia. Two of the big ships will be built at Newport News, one by the New York Shipbuilding Company, and one by the Fore River Shipbuilding Company. The scout cruisers were awarded, two to the William Cramp Company, two to the Union Iron Works at San Francisco, and two to the Seattle Construction Company.

Pay Wasn't Right.

The award of these contracts closes a controversy which for two years has held up big naval construction because the shipbuilders declared that appropriations made by Congress would not properly compensate them for building the ships.

As preparations for placing the nation on a war basis went steadily on, the State Department yesterday continued to receive alarming reports from the submarine zone. Sworn statements transmitted by Consul Washington at Liverpool reported the sinking without warning of the British steamer Memnon Dakar, with three Americans on board. All three were saved. The dispatch read:

"Captain Brisco, Chief Officer Barlow, British subjects, and Matthew Hill, of Gainesville, Texas, Charles Edward Woods, 141 Fourth street, Portland Ore., and Jacob Simon, 55 Brook street, Staten Island, the latter 16 years of age, only Americans on board, assert that the British steamer Memnon Dakar left Hull, February 20, cargo palm oil, and general stores, and was bound for Portland. Actual position was two miles. No vessels sighted. Were picked up at midnight."

Two Americans in Danger.

Two Americans were placed in jeopardy when the Belgian steamer Hainault was sunk on March 12, eighty miles west of Fastnet, Consul Frost at Queenstown reported. Herman Pinto, of Princess Ann, Md., and Francisco Rodriguez, of 77 Van Vorst street, Brooklyn, were among the thirty-six members of the crew saved. Further details of the sinking of the American liner Algonquin were reported to the department by Consul Stevens at Plymouth, who forwarded the sworn statement of Capt. Norberg, of the Algonquin. The Algonquin, according to the report, carried the American flag at her stern and likewise carried great American emblems painted on her sides.

After shelling the Algonquin while the crew was talking to the boats, the submarine crew boarded the abandoned vessel and sunk her with bombs. The captain of the submarine, according to Capt. Norberg's account, refused to rescue the Algonquin's crew because "the expected two other ships and was too busy."

RUSSIAN EMPIRE SHAKEN BY REVOLUTION; CZAR ABDICATES; REGENT IS APPOINTED

(By the International News Service.)

Stockholm, March 15.—The empire of Russia has been shaken to its foundation by a revolt, the fierceness and exact consequences of which are still shrouded behind a veil of secrecy—the same that managed to hide from the world for fully a week that the long smouldering sparks of discontent had been fanned to the fury of rebellion.

Nicholas II is no longer Czar of all the Russias. He has abdicated his throne and is today a refugee at the headquarters of some loyal army chief, "somewhere on the Eastern front."

FUGITIVE IS NAMED REGENT.

His brother, Michael Alexandrovich, who six years ago fled the empire as an exile because of his morganatic marriage, has been appointed regent to act for the 13-year-old Czarovitch Alexis Nicolaievitch.

Nicholas' ministers at the time the last reports were sent from Petrograd were in jail. One of them, Protopopoff, is reported dead, the victim of a wild battle in the streets of the capital in which hungry mobs, soldiers and police were the contestants. The casualty roll is said to be below 1,000. From Moscow, where a similar reign of terror prevailed, no definite news is as yet obtainable.

DUMA IS VICTOR.

RUSSIAN REBELS NAME A CABINET

Old Bureaucratic Ministry Deposed by Revolutionists. List Is Announced.

(By the International News Service.) Petrograd, March 15.—The first official step of the Russian revolutionists was to depose the former cabinet and name a new ministry.

The personnel of the new ministry follows:

Premier, Prince Georges E. Lvoff; Foreign Affairs, Prof. Paul N. Miluyukoff; Public Instruction, Prof. Manuiloff; War and Navy, A. J. Kuchkoff; Agriculture, M. Shingareff; Finance, M. Terechenko; Justice, M. Keronaki; Communications, N. Keronaki; Controller of State, M. Godneff.

Premier Lvoff is also ex-officio president of the council of the empire and will at the same time hold the portfolio of minister of the interior.

Prof. Manuiloff, the new minister of public instruction, is a member of the faculty of Moscow University.

A. J. Kuchkoff was formerly president of the Duma. He is to conduct the affairs of the army and navy departments.

The new minister of agriculture was a Duma member from Kieff.

M. Keronaki represented Saratoff district in the parliament, while M. Godneff was a deputy from Kasan.

The new minister of communications was vice president of the Duma. Thus the parliament which overthrew the reactionary government is strongly represented in the new ministry.

ENGLAND IS CHEERED BY U-BOAT FAILURE

Government Asserts "Sub" Warfare Has Been Adequately Combated.

London, March 15.—Britain read with keen satisfaction today the official assertion that the first six weeks of intensified German submarine warfare against merchant shipping has proven a failure so far as "bringing England to her knees" is concerned. A wave of general relief has swept the nation, for the last month and a half has been severe on British commerce.

Steady progress in bringing the submarine menace under control was reported in the official figures. In addition to the arming of merchant ships, which is rapidly going forward, new inventions calculated to halt German plotting with the submarines and guaranteed safety to the Panama Canal in the event of strife which has been the administration plea for favorable consideration of the treaty, was not reiterated in the majority report.

The minority's condemnation of the treaty included the following arraignment of the document:

"We cannot afford to purchase cordial relations with any country. We cannot afford to answer a blackmail demand. Once respond to such a demand and we shall be held up for every fancied wrong by other countries."

"The second objection, which lies against any possible treaty with Colombia at this time is to be found in the fact that immediate and hasty action is urged because Colombia threatens us with hostilities. Any friendship which is bought is worthless, especially when purchased under threats which, when accepted, breed content in the mind of the seller and a sense of bitter humiliation and dislike in that of the buyer. No strong proud nation should ever consent to buy with money the abatement from hostility of any country which sees fit to threaten it. It is a degradation to which the United States should never submit."

BOY, 13, HANGS SELF.

New York, March 15.—When Albert Gubella, of Haledon, N. J., finished dinner yesterday noon he told his 13-year-old stepson, Raymond Canove, to help his mother by washing the dishes before he returned to school.

The lad answered cheerfully, and, saying he had something to do in the cellar first, ran down stairs.

Thirty minutes later his 11-year-old brother, William, went to the cellar. He beheld Raymond's body suspended from a ceiling beam, with his rope knotted tightly about the neck. Underneath the boy's feet was an overturned soap box on which he apparently had stood while tying the rope.

STRIKE STILL ON; BOTH SIDES FIRM

Plan to Have Subcommittee of Senate Investigate Trouble Fails.

No settlement was in sight last night when the fourth day of the strike of the Washington Railway and Electric Company employees came to a close with normal service nearer resumption, but lines between the company and the strikers still tightly drawn.

Sensor Hoke Smith, of Georgia, said last night that a series of conferences among Senators on the District of Columbia Committee and the Committee on Education and Labor had disclosed that it would be impossible to get a subcommittee of the Senate to investigate the strike and the conditions which have accompanied it.

All the Senators are anxious to get home, and we feel that the Public Utilities Commission, under existing law, has the authority to pursue an investigation," he said to The Herald last night.

"I have so reported to the Commission. You may say that if this strike is in progress when Congress convenes in special session on April 1, that some action will be taken, unless an investigation is begun in the intervening period."

President King Landau.

The board of directors of the company held a special meeting yesterday afternoon and congratulated President Clarence P. King on the way he was handling the strike situation and the success he had in maintaining schedules.

President King read reports showing the purpose of the strike and outlining how he had conducted negotiations for the company. He told the directors that the dispute between the company and the men involved large expenditures, but that they would be returned in a victory for the company that would mean less revenues for operation than if they accepted the union's demands.

Officially the Washington Railway and Electric Company claimed they were operating 80 per cent of their cars last night and that the service yesterday was normal during the daylight hours.

Observation of P street, Ninth street and in the lines running out to the suburbs did not support the claims of the company, although the service was better than on any previous day of the strike.

The striking carmen held their regular meeting last night in Typographical Temple and voted unanimously to continue the strike. The men received encouraging offers of assistance and President George A. Wilburth, International

Continued on page three.

ASKS BARGAIN TICKETS; OFF CAR; WRIST BROKEN

Boy Badly Hurt by Fall—Conductor Arrested.

When 14-year-old Jerome Wolfe, 1519 Fifteenth street northwest, who is a pupil at Central High School, heard that strikebreakers were selling car tickets at bargain prices he, with several other schoolboys, went to the Eleventh street car-barn at noon yesterday. Jerome boarded a passing car and asked the conductor for tickets. According to his story, the conductor kicked him from the car while it was moving.

He is now at his home with a fractured right wrist and other injuries. He was treated at Garfield Hospital before being removed to his home.

W. H. O'Gara, 25 years old, conductor of the car, was arrested by Policemen E. I. Helmuth, or No. 8 precinct, and charged with assault on complaint of the boy's father, John Wolfe.

"Jerome is in bed," his father said last night. "He is a very sick boy. I don't know whether or not he will be able to be in police court in the morning to testify against the conductor."

Continued on page two.

A SUNDAY FEATURE

The Washington Herald will print next Sunday, March 18, an article entitled:

"A Review of American Foreign Policy During the World War"

By A. M. JAMIESON.

Mr. Jamieson has been in daily touch with the State Department since the beginning of the war and is conversant with every phase of America's relation to the great conflict.

The Feature Will Appear Exclusively in The Washington Herald.

ORDER YOUR COPY NOW

"BIG 4" CHIEFS CALL VAST RAILWAY STRIKE; 400,000 MEN AFFECTED

Brotherhood Members to Paralyze Lines in East, South and Middle West Beginning at 6 p. m. Tomorrow.

INTERVENTION IS ONLY HOPE

Will Aim First Blow at Freight Schedules, Calling Out the Passenger Service Employees Later to Complete Tie-up.

(By the International News Service.)

Kansas City, Mo., March 15.—A split in the ranks of the railroad brotherhoods has developed that will defeat the proposed strike, railroad officials declared here tonight. Representatives of the four brotherhoods of at least six railroads entering Kansas City went to the Chicago conference today, it is said, with resolutions declaring they will not join in the strike. The point at issue is the 98 per cent referendum vote which the employees contend is not to the advantage of the Western unions under present conditions.

New York, March 15.—The threatened general strike of 400,000 members of the four big brotherhoods will begin at 6 o'clock, central time, Saturday night. Conferences between the brotherhood chiefs and the national conference committee of the railways ended in a deadlock tonight.

No further conferences have been called. Unless the brotherhood chiefs themselves cancel the strike order or Federal intervention is brought about within the next thirty-six hours, the strike will be on.

In the final hours of the conferences held this afternoon at the Grand Central Terminal brotherhood chiefs submitted an ultimatum to have the eight-hour law put in force at once. The railroad managers rejected the proposal and offered the counter proposition that the controversy be settled by the Goethals Commission. This was rejected by the brotherhood chiefs.

U. S. INTERVENTION ONLY HOPE.

Only Federal intervention now can avert the general tie-up of the railroads of the country. An official appeal from the Wilson administration was received in the conference room today, when the brotherhood and railroad chiefs were engaged in heated debate. It was ignored.

The conference committee of the railroad general managers offered to submit all matters in dispute to the Goethals eight-hour day committee, without regard to the determination of the United States Supreme Court on the Adamson law. The offer was refused.

PROGRESSIVE STRIKES.

The strike order, issued ten days ago and remaining in effect in spite of the conferences today, calls for progressive strikes. At 6 o'clock Saturday night, the engineers, firemen, conductors and trainmen in the freight service on the following lines will stop work:

New York Central, east and west; Nickel Plate, Baltimore and Ohio, the yards of eighteen roads at Chicago, and other yards in the Middle West.

On Sunday the tie-up is to be broadened, affecting the group of Northwestern roads and the men on the Virginian and Southern roads will be called out. The brotherhood chiefs announced that the further steps in the progressive strike are uncertain, but declared that they will continue until next Wednesday when the passenger service engineers, firemen, and trainmen on all roads will be called out and the tie-up made complete.

Memorandum Issued.

As the conferees left to go to their separate ways, W. C. Lee, chairman of the brotherhood of trainmen, handed to Elisha Lee, chairman of the railway managers, the following memorandum with the remark:

"This is the order on which the men will go out."

The memorandum reads:

"Progressive strikes of freight and yard service and hostlers have been called, beginning at 6 p. m. Central time, Saturday, on the New York Central (East and West), Nickel Plate, Baltimore and Ohio, the yards of eighteen roads at Chicago which are represented by the brotherhood of Railway Trainmen; switching committee, St. Louis Terminal Railroad Association, Merchants Bridge, and Wiggins Ferry. (Last four named are trunk line terminals.)

"After the first group, on Sunday p. m., the following roads are called: Group of Northwestern roads, Southern, Norfolk and Western, Virginia and Chesapeake and Ohio.

"Balance of roads uncertain but to follow in groups every 12 or 24 hours, with passenger service following."

Embargo Placed.

After the failure of the conferees to agree, orders were sent out "from all the trunk line railroads in New York declaring embargoes on all perishable freight. All other freight is to be received only 'subject to delay.'"

At the conference between the brotherhood chiefs and the railroad conference committee, intimations were made that

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